REPRINT Includes Change 1

U.S. Department of Transportation
Federal Aviation Administration

Advisory Circular

Subject: SEGMENTED CIRCLE AIRPORT MARKER SYSTEM

Initiated by: AAS-200

I h 12/21/84

AC No: 150/5340-5B

Change:

1. PURPOSE. This advisory circular (AC) sets forth standards for a ayatem of airport marking consisting of certain pilot aids and traffic control devices.

2. CANCELLATION. Advisory Circular 150/5340-5A, Segmented Circle Airport Marker System, dated September 10, 1971, is cancelled.

3. RELATED READING MATERIAL.

a. Advisory Circular 150/5340-21, Airport Miscellaneous Visual Aids, current edition.

b. Advisory Circular 150/5345-27B, Specification for Wind Cone Assemblies, current edition.

4. APPLICATION. Apply these standards where a need exists for a segmented circle marker system to be installed at an airport.

5. GENERAL REQUIREMENTS.

a. Segmented Circle Airport Marker System. This provides for a minimum installation consisting of a segmented circle located OFF the traffic area with a conventional wind cone located at its center. To this minimum installation, other pilot aids and traffic control devices are added as required to meet the conditions existing at a particular airport. The types of devices to be used, the purpose they shall aerve, and their construction and Installation shall be as described below and shown on figure 1.

(1) Segmented Circle. The segmented circle la the basic element of the system. Segmentation of the circle is necessary ao that from a reasonable distance it can be readily distinguished from a solid circle which is sometimes used to mark the center of a landing area. The segmented circle performs two functions; it aids the pilot in locating obscure airports and it provides a centralized location for such indicators and signal devices as may be required on a particular airport. Inatall the circle in a position affording maximum visibility to pilots in the air and on the ground. Consideration should also be given to accessibility for ground operation.

(2) Wind Direction Indicator. Install a conventional wind cone, as located on the drawing, to be used as the wind direction indicator.

(3) Landing Direction Indicator. When conditions at an airport warrant its use, install a landing direction indicator, as located on the drawing, for the purpose of showing pilots in the air and on the ground the direction in which landings and takeoffs are to be made. This indicator may be so designed that it can be made free-swinging when left unattended.

(4) Landing Strip Indicators. Landing strip indicators are used to show the orientation of landing strips and/or to give a positive indication of the strip specified for use. When used, they shall be arranged in pairs as shown on the drawing.

(5) Traffic Pattern Indicators. Install these indicators for the purpose of controlling the direction of the traffic pattern when there is any variation from the normal left-hand pattern. When the traffic pattern indicators are included in an installation, they shall be arranged in pairs in conjunction with landing strip indicators.

(6) Right-Turn Indicators. The use of the segmented circle airport marker system should be encouraged. Only the "L" shaped indicators, formed by using the landing strip and traffic pattern indicators referred to above, will be required to comply with Federal Aviation Regulation, Part 91, AND WILL BE USED ONLY ON RUNWAYS USING RIGHT-HAND TRAFFIC PATTERNS. Where only these indicators are used, the operator should be encouraged to locate them so that the segmented circle and other visual aids can be added later. However, if this is undesirable or impracticable, they may be painted on the ends of the runway or constructed in any practicable manner on or near the end of the runway. Locate a raised type of indicator so as not to become a hazard to the operation of aircraft.

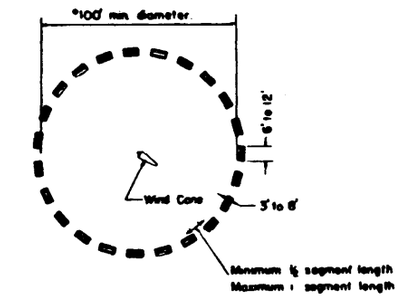
(7) Closed Field Signal. Place panels in the center of the circle in the form of a cross to signify that a field is permanently closed to all traffic. When this signal is used, the wind cone and the landing direction indicator shall be removed from the circle. Other indicators may remain in place.

b. Pilot Familiarization. Post the information contained in the foregoing paragraphs of these "General Requirements", together with a copy of the "Segmented Circle Airport Marker System", figure 1, and in a diagram showing the application of the system to the particular airport on all afrport bulletin boards.

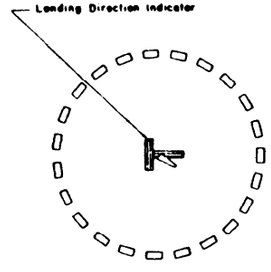
Leonard E. Mudd

LEONARD E. MUDD
Director, Office of Airport Standards

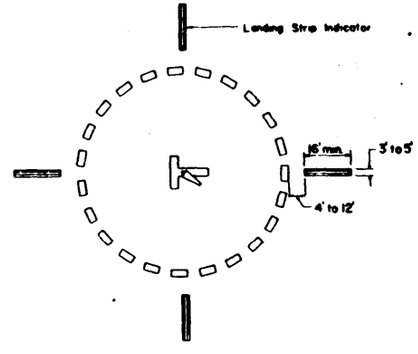
FIGURE 1. SEGMENTED CIRCLE AIRPORT MARKER SYSTEM



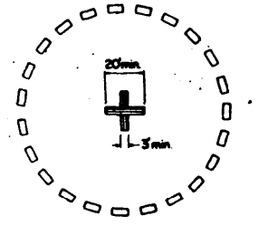
SEGMENTED CIRCLE MARKER
ond
WIND DIRECTION INDICATOR



LANDING DIRECTION INDICATOR

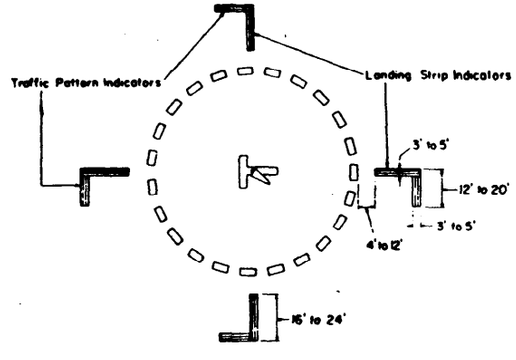


LANDING STRIP INDICATORS

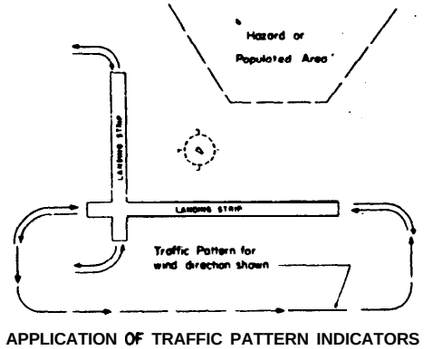


CLOSED FIELD SIGNAL

*When the dimension between the runway safety area and the building or property line does not permit a 100-foot segmented circle, a 75-foot diameter circle may be used.



TRAFFIC PATTERN INDICATORS



APPLICATION OF TRAFFIC PATTERN INDICATORS
NOT TO SCALE

GENERAL NOTES

1. All items shall be constructed of durable weatherproof material
2. Color of material (natural or applied) shall provide an efficient contrast with area.
3. Various elements (except the wind cone) may be of any practical material that will simulate the design shown. They may be flat or of a type which will shed snow. Installation should be such that they will not be obscured by vegetation, flowing muddy water, sand, etc.